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Photo © Underwood & Underwood

DUTCH DIGNITY—AND A DOG-CART (See Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Tampico, Spigot of Mexico's Oil Fields

HOWLING winds and wind-driven water have devastated large sections of Tampico, the important oil-shipping port of Mexico, taking a heavy toll of human life and property.

Not only the 70,000 inhabitants of Tampico, but a far-reaching international trade, is affected by the disaster. Railroad lines, connecting the city with the interior, were washed out, and harbor shipping was paralyzed.

Mexico's Leading Port

Tampico, straddling a long, narrow peninsula, between river and lagoon, is the chief port of Mexico. Its wharves lie six miles up the muddy Panuco River from the Gulf of Mexico.

But it is as the "spigot," through which pour thousands of barrels of oil daily from the oil fields of the States of Vera Cruz and Tamaulipas, that Tampico is noted throughout the world. In boom times pipe lines leading into the city were capable of carrying 1,200,000 barrels of oil a day. Since 1921 the city's oil business has gradually declined.

Tampico's spacious harbor, however, still sees a constant parade of shipping—oil tankers, barges, and huge ocean-going vessels that fly the flags of many nations. In addition to oil, Tampico also pours into the stream of world commerce silver, copper, zinc, bananas, vegetables, hides, skins, sarsaparilla, vanilla, honey, and sisal.

The city, sometimes called the "New York of Mexico," has a distinctly modern flavor. English signs are everywhere. Many Americans live in the district and there is an active Rotary Club and Y. M. C. A.

But, for all its Yankee aspects, Tampico has also a charm almost wholly Mexican. When the Spaniards reached this part of the coast, Tampico was a tiny settlement of thatched huts sprawling along the Panuco banks with dense tropical jungles in the background.

Discovery of Oil "Boomed" Tampico

The Spaniards' commercial eyes saw in the settlement a splendid port site. The Huaxtecas who occupied it were easily subjugated. In spite of frequent raids by pirates from the Spanish Main, Spanish churches and business buildings soon rose where thatched huts once stood, and the jungles slowly gave way to optimistic city builders. Then producers in the hinterland found the port an excellent outlet.

Discovery of oil in the vicinity caused Tampico to boom until a few years ago. Almost overnight houses, business buildings, and warehouses sprang up mushroom-like. And more jungles gave way to buildings and streets. Now the city's limits spread far back from the shore of the Panuco along a delightful peninsula. Most of the foreigners live in the surrounding uplands.

Besides modern telephone and telegraph connections with other important cities of Mexico, Tampico is the terminus of two branches of the National Railways of Mexico. One leads to Monterrey and the border towns of Laredo and Brownsville, Texas; the other crosses the coastal plain west of the city, eventually linking the port with central and southern Mexican points, including Mexico, D. F. It is also connected by highway with Monterrey, and by Pan-American airways with Brownsville, Vera Cruz, and Mexico, D. F.

Note: Classes studying Mexican life—native costumes, industries, and relics of the past—will find the following articles helpful: "Monte Albán, Richest Archeological Find in America," *National Geographic Magazine*, October, 1932; "Unearthing America's Ancient History," July.

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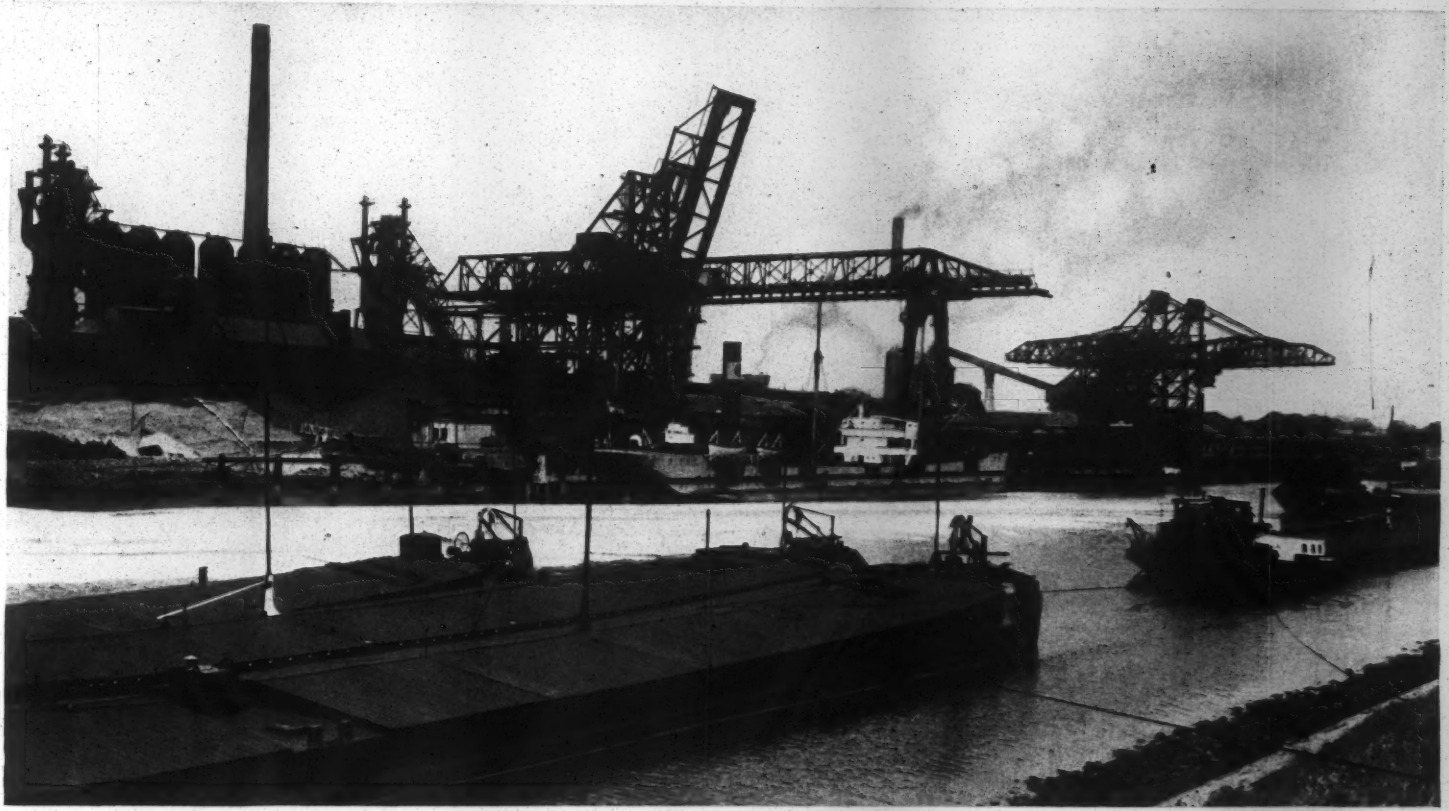

© Photograph by Ewing Galloway

NOT ALL THE MILLS OF THE NETHERLANDS ARE WINDMILLS

The Netherlands is known to many Americans as a land of quaint fishermen wearing queer clothes and wooden shoes, and leading a medieval life. But the Dutch pride themselves upon their progressiveness, as shown in these great modern steel mills at Ijmuiden, on the North Sea Canal, and the Zuider Zee dike. Through the North Sea Canal pours an endless stream of shipping bound for Amsterdam (See Bulletin No. 5).

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Admiral Byrd Takes Dogs as Well as Planes to Antarctic

ALTHOUGH Admiral Byrd's new expedition to the Antarctic will carry the first autogiro, or "windmill plane," to the least-known continent, the sled dog, as usual, is among the company that will soon assemble in Little America.

About 150 Chinooks, Malemutes and huskies from Labrador, Canada and Alaska will play an important part in the many short trips planned by scientists in search of birds, minerals, and natural features of this fascinating region where the "ice age" is still at full flood tide.

Dogs Aided in Discovery of the Poles

Before the days of the airplane sled dogs figured in every important polar exploration. Their light weight enables them to travel over loosely packed snow, yet they think nothing of drawing a 600-pound load.

Peary used a double team of dogs and a light traveling sledge in his final dash to the North Pole in 1909. Amundsen gave his dogs a large share of credit for the discovery of the South Pole. It is possible that Scott's last expedition might not have ended in tragedy had he depended upon dogs instead of ponies. Besides requiring heavier rations, the ponies sank deep in the snow at every step, and soon became exhausted. Not one of them survived to reach the South Pole.

When Byrd set sail for Little America in 1928 he took with him 95 Greenland huskies from Labrador and New Hampshire. They were used to carry supplies from the ships to the camp on the Barrier, and for surface geological and glaciological explorations.

The type of sled used varies according to locality and purpose. Modern exploring sledges are usually about eleven feet long, twenty-one inches wide, and seven inches high. The weight is only 40 pounds, but a load of 1,000 pounds may often be carried with safety.

Other Types of Sleds

In some parts of Canada a toboggan is used instead of a sled with runners. The "komatik" of Labrador and Newfoundland is made of wood, lashed together, and has iron-shod runners (see illustration, next page). Shoes of whalebone, which slide more easily over wet snow, are used in late spring when trails grow soft.

Six or seven dogs form an average team, but the number may be increased to fifteen for very heavy loads. Huskies, Chinooks, Kane Eskimos, and Malemutes are the most popular breeds, but in Newfoundland one finds every variety from an English setter to a common "mutt." Chinooks are a cross between the St. Bernard and mastiff. Huskies are barred from Newfoundland by law, as a menace to chickens and sheep.

In winter, when harbors are frozen, dogs are the only means of getting from place to place in northern Newfoundland. Mail is carried by sledge over 200 miles from the railroad terminal. This distance, however, would seem short to an Alaskan mail man. One of the longest mail routes in Alaska, from Kotzebue to Point Barrow, stretches 500 miles over treeless snow barrens, and along rocky shores, with never a stake to mark the trail.

Dog team travel is a strenuous matter for driver and passenger. Each dog is hitched to the sled, usually by a separate trace, and chances of disaster are numerous. Trails are narrow, often winding between rocks or through deep woods.

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1931; "North America's Oldest Metropolis," July, 1930; "Buenos Aires to Washington by Horse," February, 1929; "To Bogotá and Back by Air," May, 1928; "How Latin America Looks from the Air," October, 1927; "Among the Zapotecs of Mexico," May, 1927; "Chichen Itzá, an Ancient American Mecca," January, 1925; "The Isthmus of Tehuantepec," May, 1924; "Ruins of Cuicuilco May Revolutionize Our History of Ancient America," August, 1923; "Along the Old Spanish Road in Mexico," March, 1923; "Adventuring Down the West Coast of Mexico," November, 1922; "The Foremost Intellectual Achievement of Ancient America," February, 1922; "Along Our Side of the Mexican Border," July, 1920; "The Luster of Ancient Mexico," July, 1916; and "Mexico and Mexicans," May, 1914.

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WHEN A TAMPICO OIL WELL CATCHES FIRE

One of the most spectacular sights in the world is an oil well aflame. This one gushed forth so suddenly that the fire in the drilling engine could not be put out. Gushing oil took fire from the engine and for two months the flames raged. Newspapers could be read 17 miles away by its light, and ships could see the fire 100 miles away. It cost $3,000,000 to cap the well.

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The Geography of the Auto License Plate

THERE are no frontiers within the United States where one must halt, show a passport, and have one's baggage examined.

But more than a dozen States this year have been "at war" with each other over the matter of automobile license plates. Both trucks and passenger cars have been stopped near State lines by officers for lack of licenses of the State they are visiting. South Dakota and Iowa, New Jersey and Pennsylvania, Nebraska and Kansas, Colorado and Nebraska, Idaho and Washington, and other States were at odds, but most of the differences were soon ironed out. The problem, however, remains to be settled, and occasional flare-ups retard highway commerce and travel between States.

49 Metal Tags in American Parade

Alert bystanders on any trunk road to-day may see 49 different American automobile plates as well as tags from several Canadian provinces, Mexican States, Cuba, and even from such distant places as Hawaii, Haiti, the Canal Zone, and the Philippines.

In the passing parade of metal tags there is a good deal of geography, and some history and romance. Intended as a means of tracing motor car owners, the motor license plate has become, in some States, a moving billboard bearing keystones, diamonds, stars, slogans, and other devices to advertise unusual features or products of certain regions.

South Carolina's license plate, across the bottom of which is inscribed: "The Iodine Products State," is perhaps the best known tag exploiting a particular feature of a State. Even the State's initials (S. C.) are pushed into a secondary position in order to advertise to the world the high iodine-content said to be found in South Carolina vegetables and fruits.

Arizona goes the southern State one better in advancing a natural resource. To indicate that Arizona is a leading copper-producing State, and also to aid in the disposal, in a small way, of the enormous stock of the metal held in the United States, Arizona has a license plate made entirely of copper. With copper selling at a few cents a pound these plates are not only cheap, but, with their black lettering, they make a striking appearance on the road.

Several license plates bear emblems of the States which issue them. Pennsylvania's, for instance, has a tiny keystone in each upper corner. Texas, "the Lone Star State," shows a star between the numerals in the center of the plate. Delaware carries a diamond design because Thomas Jefferson, while discussing the thirteen American colonies, once referred to Delaware as the diamond of thirteen gems.

Once Massachusetts emblazoned the sacred cod on its license plates, but some one questioned the design of the fish, saying that it in no way resembled a cod, and in 1929 the cod was replaced by a straight line penetrating a dot.

Louisiana Shows the Pelican

The pelican on Louisiana plates is the symbol of this southern State. It appears on both the license tags and on the State seal because, according to a Louisiana tradition, the pelican is the only bird which tears its own flesh to feed its young. If the mother bird can tear her own breast, say Louisianians, to feed her starving fledglings, it is an apt suggestion of the sacrifice that the State may make for the benefit of her own children.

There is no need to ask a Kentucky motorist what part of the State he is from. A motor tag of "the Blue Grass State" bears the full name of the county in which it was issued, as well as State, year and number. New Jersey indicates counties by a serial letter preceding the number: "A" for Atlantic County; "B" for Bergen County; "J" for Hunterdon County, etc. New York State assigns letters and numbers to certain districts, but only a memory wizard could locate a car's home town without a chart issued by the Bureau of Motor Vehicles.

In a few States, Virginia among them, cities require a second license plate, which is usually affixed above the State tags. North Carolina has a clever scheme to prevent the transfer of license plates from cars of one weight to those of another. Passenger vehicles are divided into three groups according to weight, the price of the license increasing for heavier cars. Each of these classes is indicated on the plate by a tiny numeral (1, 2, or 3) between the large numbers in the center of the plate. Truck license plates carry figures showing tons of net pay load the vehicle is licensed to carry.

Mississippi has another means of preventing the transfer, theft, or misuse of license plates. Its tags cannot be removed from a car without destroying a strip across the top bearing the date and class number. Washington State designates the class of a vehicle by a small letter in the upper left corner: "x" for passenger cars; "t" for truck; "s" for stage, etc.

In Oregon the fiscal year has been for two years the license plate year, hence the addition

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The dogs weave in and out constantly, and every few miles icy traces must be untangled with bare hands. The driver must walk up every hill, and, at the top, be ready to fall on the sled before the frantic plunge down the opposite slope. There are no springs in a "komatik" and bruises accumulate rapidly. Not the least hardship for driver and passenger is the aroma of dead seal meat, which is carried for dog food.

The dogs are guided entirely by the voice of the driver. Whenever the leader is in doubt he looks around for a signal. In addition to the cries of "Hodi, Hodi" (right) and "Keepoff, Keepoff" (left), the Labrador driver incessantly "talks" to his dogs, to keep up their spirits and speed. This conversation ranges from promises of supper, and shouts of "look at the birds," to wordless gibberish which leaves a driver hoarse at the end of a day's journey.

Note: Students following the progress of Admiral Byrd's new expedition to the Antarctic will find the National Geographic's new map of the Antarctic (issued with the October, 1932, *National Geographic Magazine*) very helpful. See also: "The Conquest of Antarctica by Air," August, 1930.

For additional photographs of sled dogs see: "Men and Gold," *National Geographic Magazine*, April, 1933; "Ontario, Next Door," August, 1932; "On MacKenzie's Trail to the Polar Sea," August, 1931; "Quebec, Capital of French Canada," April, 1930; "Gentlemen Adventurers of the Air," November, 1929; "The Sealing Saga of Newfoundland," July, 1929; "A Woman's Winter on Spitzbergen," August, 1928; "The Conquest of Mount Logan," June, 1926; "The MacMillan Arctic Expedition Returns," November, 1925; "The Bowdoin in North Greenland," June, 1925; "With an Exile in Arctic Siberia," December, 1924; "The Lure of the Land of Ice," March, 1924; "The First Alaskan Air Expedition," May, 1922; "Peary as a Leader," April, 1920; and "A Game Country Without Rival in America (Mt. McKinley National Park)," January, 1917.

Bulletin No. 2, October 16, 1933.

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VETERANS OF THE ANTARCTIC IN NEW HAMPSHIRE

Some of the dogs at this Wonalancet colony are sons of "Chinook," the famous husky that died at Little America. Dogs being taken on Admiral Byrd's second expedition spent several weeks at these kennels. In the foreground is one of the hardwood sleds hauled by the dogs.

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Shanghai, China's Biggest and Busiest City

SINCE the Sino-Japanese hostilities last year, when entire blocks of Shanghai were reduced to burning shambles, China's biggest and busiest city has made a remarkable recovery. Native Chinese have been slow to return to the districts where fighting took place, but Japanese have poured in.

A new Japanese barracks, which is virtually a fortress of concrete and steel, has been erected on Kiangwan Road, outside of the International Settlement. This barracks is the largest and most costly headquarters maintained in China by a foreign power. Some 28,000 Japanese civilians and 2,000 officers and men now live in Shanghai.

Half of China Trades Through Shanghai

It is only natural that Shanghai should stage a quick come-back. No other extensive region of wealth in all the world depends to as great an extent upon a single market as do the inhabitants of the Yangtze basin upon Shanghai. Nearly 200,000,000 people, half of China's population, live in this fertile area. Their needs, beyond those met by products of their own hands, make business for Shanghai. Though living and growing by the commerce of the Yangtze, Shanghai is not actually on that great waterway. It is located, instead, some 13 miles up the murky Whangpoo, a tributary of the Yangtze.

Even before setting foot on the spacious, bustling Bund, the traveler, who has pictured Shanghai in his mind as a typical Chinese city, is confused by its modern appearance. Foreign commerce has had much to do with delivering the city from the Whangpoo marshes. Clusters of matting-covered sampans and the gaudy bows of clumsy junks lend an aspect of the Orient to the river scene, but they mingle with motor boats, steamboats, and ocean liners of the latest design. Before the city comes into full view, the banks of the river form a background of oil supply depots, smoking factory chimneys, warehouses, and repair docks that are not unlike those near the large ports of Europe and America.

Skyscrapers along the River

The skyline that marks Shanghai's waterfront also breathes an atmosphere of the West. Until the turn of this century, low, broad Chinese buildings of two and three stories served most of the business concerns, but the opening of well-equipped modern offices for big business concerns launched a period of extensive building. Skyward climbed business and official structures in the last few years because of congestion in the riverfront areas.

A short walk from "new" Shanghai, however, shows the traveler that the city has not discarded all things Oriental. In the Nantao district, on the southwest side, conditions have been little altered since the first foreign firm selected its business site in the muddy Whangpoo flats.

But those who knew this district several years ago notice that even here the surrounding wall has been torn down and that narrow, cobbled streets, with open sewers running down their centers, have become clean concrete passages. Fires have been, in one sense, a godsend, for they have cleaned out disease traps and pestholes, which have been replaced by better structures.

The foreign settlements of Shanghai, however, outshine all the rest of the city, for in them have been loosed the forces that have built this modern seaport. The so-called American settlement was joined with the British in 1863 and is known as

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of June 30 to the year numerals. Next year, however, Oregon will again revert to the calendar year, with all licenses expiring December 31.

Montana's license plate is unique because the numerals and name are encircled by an outline shaped like the State's boundaries. New Mexico tags bear an arrangement of lines and a circle that looks like a symbolical sunburst, a fitting design for a region with few cloudy days. Florida, Oklahoma, Mississippi, and Alabama cars carry only one license tag in place of two required in other States. The single tag is placed on the rear of the car.

Although at one time color schemes varied widely, in recent years they have been nearly standardized. Black and yellow (or orange) is now used by ten States and the District of Columbia, the numerals and background alternating in color each year. While this is not a very attractive color scheme, tests have shown that these two shades contrast well and are easily seen. White and blue combinations are employed by eight States, black and white by seven, and white and green by six.

Minnesota has the odd combination of black on aluminum this year. Texas chose the colors of the University of Texas, orange and white, for passenger cars, and the colors of Texas A. & M. College, white and maroon, for commercial vehicles, in 1933.

In addition to the license plates issued by the States and the District of Columbia, various divisions of the national government, the Army, the Navy, and the police department of the District of Columbia have separate license tags.

The first State to issue a regular license plate is not definitely known, but Connecticut, Maine, and New York were among the earliest. At first, motorists were assigned a number and were supposed to supply their own plates, or to paint the numeral on the side of the car.

Note: Students who wish to trace the development of the motor car industry and the use of motor cars in foreign exploration should also consult: "The Automobile Industry," *National Geographic Magazine*, October, 1923; also "From the Mediterranean to the Yellow Sea by Motor," November, 1932; "First over the Roof of the World by Motor," March, 1932; "Citroën-Haardt Trans-Asiatic Expedition," October, 1931; "Trans-Asiatic Expedition Starts," June, 1931; "From England to India by Automobile," August, 1925; "Michigan, Mistress of the Lakes," March, 1928; and "Conquest of the Sahara by Automobile," January, 1924.

Bulletin No. 3, October 16, 1933.

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NEW LANDS RISING FROM THE WATERS

This little Dutch village northwest of Amsterdam was built like a ribbon along a ridge of land. Now it sits on a slight upland, from which newly reclaimed meadows and long fingers of water extend in every direction. Its fisherfolk must soon become farmers, or move to another location nearer the sea (See Bulletin No. 5).

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Seashells and Old Wrecks Dot New Dutch Farmland

OFFICIAL opening of the new highway along the top of the huge Zuider Zee dike in the Netherlands last month marks another step in one of the greatest engineering feats in history.

Since May 28, 1932, when steamshovels dropped the final loads of earth into the last gap of the great seawall that converted the former Zuider Zee into an inland lake (now called Ijesselmeer), thousands of Dutch workmen have been engaged in other aspects of one of the world's biggest reclamation projects. More than 550,000 fertile acres of land will eventually be added to the farming area of the Netherlands, providing a living for more than 300,000 persons.

Monument Where Last Gap Was Closed

The new paved highway, connecting for the first time the province of Noord Holland with Friesland, runs just behind the seawall of the big dike. For several months it has been open to traffic as a toll road, the tolls being donated to the National Committee for the Unemployed. At the official dedication of the highway in September Dutch officials also unveiled a monument at the place where the last gap was closed in the dike in 1932. The marker is of reinforced concrete and is 60 feet high.

Extension of new highways throughout the Netherlands is bringing the motor car, motorcycle and motor truck into more general use. Picturesque dog-carts, such as that shown on the front cover, are slowly being displaced, although the bicycle, as a means of transporting people, is holding its own.

In a communication to the National Geographic Society, J. C. M. Kruisinga describes a visit to some of this new Dutch territory conquered without shedding blood, to provide more homes and farms for the tiny nation's increasing population.

"To obtain a good impression of some actually reclaimed land we set out in an open roadster from the small town of Helder (Noord Holland) on a fine June morning," he writes.

Where Ex-Crown Prince of Germany Lived

"Wieringen was soon reached; but since we were not interested in the village smithy where the German ex-Crown Prince lived in exile, and since the main road across Wieringen is among the very worst in the whole Kingdom just now, we followed a kind of lane to one of the main roads of the new polder (area of reclaimed land), the Wieringermeer.

"Rye fields of the newly conquered soil stretched right and left as far as the eye could reach. A cluster of red roofs around a modest spire showed in the blue haze on the horizon, and, where meadows took the place of the waving rye, large herds of cattle were grazing peacefully. Nothing reminded us that only two years before 16 feet of wind-swept water had covered everything now within our range of vision.

"Wooden tubs filled with water standing in the corner of every ditch-inclosed pasturage seemed to indicate that something was the matter with the ditch water. In places the vegetation seemed half buried under a bank of snow. The 'snow' proved to be seashells, not enough of them to make the ground appear white when

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the International Settlement. The French have chosen to remain apart, and administer their own concession. Many American firms and residents have recently moved to the French Concession, abandoning their original section to the Japanese.

The International Settlement has been a unique experiment. The Municipal Council, or governing body, is composed of a group of members selected by the taxpayers of American, British, Japanese and Chinese nationalities. Paving, policing, planning—a multitude of tasks—face the council of fifteen, which serves without pay. Seventeen other men govern the French Concession.

Note: For additional photographs, many in color, of Shanghai and other aspects of China see: "The Glory That Was Imperial Peking," *National Geographic Magazine*, June, 1933; "From the Mediterranean to the Yellow Sea by Motor," November, 1932; "Cosmopolitan Shanghai, Key Seaport of China," September, 1932; "Raft Life on the Hwang Ho," June, 1932; "How Half the World Works," April, 1932; "Konka Risumgongba, Holy Mountain of the Outlaws," July, 1931; "Glories of the Minya Konka," October, 1930; "Seeking the Mountains of Mystery," February, 1930; "Desert Road to Turkestan," June, 1929; "Life among the Lamas of Choni," also "World's Greatest Overland Explorer (Marco Polo)," November, 1928; and "Ho for the Soochow Ho," "Geography of China," "Life Afloat in China," and "New China and the Printed Page," June, 1927.

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SHANGHAI, TOO, HAS ITS "BARGAIN DAYS"

The big banner in front of this colorful dry goods store cries: "Second Memorial Formal Great Sale; Cheap Price, with Special Souvenirs." Note the electric lights strung around the store front. Modern neon and other electric lamps have nearly replaced quaint paper lanterns—at least among the busy shopkeepers of Shanghai.

one walked to the spot, but resembling real snow when seen at an angle from a distance. Wrecks of fishing smacks left rotting timbers in the waving rye! Some of these relics have been dug up. (See illustration below.)

No Shade Trees Yet

"Slootdorp and Middenmeer gave us a rather good impression of how a Sahara oasis would look if the temperature dropped far enough to kill palm trees and camels. There is one thing we shall have to leave to the Creator of all things in our man-made country, and that is the shade of a good old chestnut tree. There is no shade at all in the whole Wieringermeer.

"Refreshment there was, but we had to take it in a freshly painted taproom, doors slamming and windows rattling in the breeze that reached gale force over the flat expanse of the dusty, sunny Zuider Zee bottom. The landlord apologized because his five trees, planted in February, had succumbed to osmotic pressure, caused by the salt in the soil, and had unfolded tobacco-like leaves that crumbled to tea as growth went on."

Note: The Zuider Zee reclamation work can be easily imitated on the school sand table in connection with a unit or project study of Dutch life. For maps, photographs, and other details see: "A New Country Awaits Discovery," *National Geographic Magazine*, September, 1933.

For other references to the Netherlands and its overseas possessions see: "Odd Pages from the Annals of the Tulip," September, 1933; "A Vacation in Holland," September, 1929; "Singing Towers of Holland and Belgium," March, 1925; "Holland's War with the Sea," March, 1923; and "The Battle-Line of Languages in Western Europe," February, 1923. Dutch possessions overseas: "A Modern Saga of the Seas (Curaçao and Aruba)," December, 1931; "Skypaths Through Latin America (Dutch Guiana)," January, 1931; "Among the Hill Tribes of Sumatra," February, 1930; "Java, Queen of the East Indies," September, 1929; and "Artist Adventures on the Island of Bali," March, 1928.

Bulletin No. 5, October 16, 1933.

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THE SEA YIELDS ONE OF ITS VICTIMS

Several wrecks of fishing schooners have been dug up in the Wieringermeer, part of the new land reclaimed from the former Zuider Zee. Some of the larger relics were allowed to remain where they were left by the receding waters, and now a sea of billowing golden grain rustles against their battered hulls.